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CENTRAL INTELLIGENCE AGENCY

13 April 1964

MEMORANDUM FOR: Holders of [REDACTED] Estimate of the
Chinese Communist Air Threat to
India," dated 17 January 1963

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1. Attached are revisions of the appendices to the above estimate designed to provide up-to-date information on Chinese Communist air order of battle.

2. The conclusions of the estimate (paragraphs 33-38) remain basically valid. [The entire matter of the Chinese Communist threat to India is currently under review, including the papers [REDACTED] Estimate of the Chinese Communist Ground Threat to India from Tibet and Sinkiang" and [REDACTED] Estimate of Chinese Communist Capabilities for Attacking India Through Burmese Territory," both dated 14 August 1963.]

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GROUP 1

Excluded from automatic
downgrading and
declassification

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APPENDIX A

CCAF/CCNAF AIR ORDER OF BATTLE*

TYPE OF AIRCRAFT	ROLE	CCAF		CCNAF	
		17 Jan 1963 ^{a/}	Total	15 April 1964 ^{a/}	Total
		No.		No.	
Fagot (MIG.15)	Jet Ftr (Day)	690		565 ^{b/}	
Fresco (MIG.17)	Jet Ftr (Day)	785		780	
Fresco D (MIG. 17D)	Jet Ftr (LAW) ^{c/}	145		145	
Farmer (MIG.19)	Jet Ftr (Day)	60	1,680	80 ^{d/}	1,570
Beast (IL.10)	Piston Ftr				
	Grnd Atk	40	40	60 ^{e/}	
Fagot (MIG.15)	Jet Grnd Atk	--	f/	30 ^{g/}	90
Bat (TU.2)	Piston Lt Bmr	100		90 ^{h/}	
Beagle (IL.28)	Jet Lt Bm	175		160 ^{h/}	
Bull (TU.4)	Piston Med Bmr	15		15	
Badger (TU.16)	Jet Med Bmr	--	290	21 ^{i/}	267
C46/C47	Transport	30		30	
Cab	Transport	35		35	
Coach	Transport	35		30	
Colt	Transport	25		95 ^{j/}	
Coot	Transport	2		2	
Crate	Transport	45		47	
Viscount	Transport	--	172	1 ^{k/}	240
Hound	Helicopter	--	--	20 ^{l/}	20
TOTAL			2,182		2,187

CCNAF					
Fagot	Jet Ftr (Day)	170		200 ^{m/}	
Fresco	Jet Ftr (Day)	70		55	
Fresco D	Jet Ftr (LAW) ^{c/}	30	270	30	285

* This Appendix supersedes old Appendix A.

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Bat	Piston Lt Bmr	5		5	
Beagle	Jet Lt Bmr	150	155	130 ^h / _h	135
Cab	Transport	15		15	
Colt	Transport	5		30 ^h / _h	
Crate	Transport	5	25	5	50
Madge	Reconnaissance	10	10	5 ^h / _h	5
	TOTAL		460		475
	COMBINED CCAF/CCNAF TOTAL		2,672 ^o / _o		2,662

- a/ Figures rounded to nearest five except for the BADGERS, COOTS, CRATES and the Viscount.
- b/ Reduction due to attrition; also some may have been transferred to the CCNAF.
- c/ Limited all weather fighter.
- d/ We do not believe that there has been an increase in FARMERS during the past year. Rather, we believe that our earlier estimate of 60 should have been 80.
- e/ We believe that BEAST strength was underestimated by 20 in January 1963.
- f/ Reference to 30 MIG.15 (FAGOTS), as being specially trained in ground attack, was carried in a footnote to Appendix A in the [REDACTED] study dated 17 January 1963 and was not included in the total.
- g/ A unit of 30 MIG.15 (FAGOTS) continues to be specially trained in ground attack. All FAGOT/FRESCO aircraft, however, are adaptable to ground attack operations.
- h/ Reduction due to attrition.
- i/ Although these BADGERS may participate in training activity, we do not believe they are capable of conducting combat operations.
- j/ Increase due to domestic production.
- k/ We believe that one of the Viscounts purchased from the UK has been assigned to the CCAF.
- l/ Although HOUNDS probably have been produced within China for several years, our first confirmed evidence of utilization within the CCAF has come within the past year.
- m/ Earlier strength underestimated; it is also possible that some of these aircraft have been transferred from the CCAF.
- n/ Increase due to domestic production.
- o/ This total adjusted to include the 30 ground attack FAGOTS. See Footnote "f" above.

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REVISIONS TO APPENDIX B

AIRCRAFT PERFORMANCE REVISIONS

The following information reflects the more important changes in estimated aircraft performance characteristics from those provided in Appendix B to the [REDACTED] Air Threat Study dated 17 January 1963.

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1. Change FRESCO A and B maximum knots at sea level (intercept mission and ground attack) from 570 to 605. Change FRESCO C maximum knots at sea level (intercept mission and ground attack) from 570 to 620. Change FRESCO D maximum knots at sea level (intercept mission) from 570 to 620.

2. Change FARMER A, C, and D maximum knots at sea level (ground attack) from 570 to 650.

3. Change BEAGLE information as follows:

<u>Bomb Wt. lbs.</u>	<u>All-up Wt. lbs.</u>	<u>Maximum Kts</u>	<u>Combat Radius N.M.</u>
		<u>Old - New</u>	<u>Old - New</u>
6,600	51,000	425 - 480	600 - 550
4,400	48,800	430 - 480	610 - 560
2,200	46,600	435 - 485	620 - 570
2,200	40,500	445 - 490	400 - 310

4. Change BADGER information as follows (assuming a 10,000 lb. bomb load):

<u>Fuel Wt. lbs.</u>	<u>All-up lbs.</u>	<u>Max. Kts.</u>	<u>Cruise Kts.</u>	<u>Radius NM</u>
<u>Old - New</u>	<u>Old - New</u>	<u>Old - New</u>	<u>Old - New</u>	<u>Old - New</u>
75,500-71,400	170,000-167,000	490 - 540	465 - 445	1,700-1,450

Also, delete the statement that the BADGER can carry a maximum bomb load of 22,000 lbs. with a reduced radius of 1,300 nm.

5. Change CRATE information as follows:

<u>FUEL Wt. lbs.</u>	<u>Freight lbs.</u>	<u>Range N.M.</u>
<u>Old - New</u>	<u>Old - New</u>	<u>Old - New</u>
5,500 - 5,550	4,600 - 4,750	1,400 - 1,600
1,600 - 2,300	8,500 - 8,100	400 - 500

* These changes revise certain portions of old A appendix B.

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6. Change COOT information as follows:

<u>Fuel Wt. lbs.</u>	<u>Freight lbs.</u>	<u>Range N.M.</u>
<u>Old</u> - <u>New</u>	<u>Old</u> - <u>New</u>	<u>Old</u> - <u>New</u>
40,200 - No change	22,000 - 23,000	2,500 - 2,600
31,200 - 30,200	31,000 - 33,000	1,600 - 2,100

7. Change COLT information as follows:

<u>Freight lbs.</u>	<u>All-up Wt. lbs.</u>	<u>Range N.M.</u>
<u>Old</u> - <u>New</u>	<u>Old</u> - <u>New</u>	<u>Old</u> - <u>New</u>
2,7000 - 3,000	11,500 - 12,700	485 - 855

Delete second line item on the COLT in its entirety.

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APPENDIX D

AIRFIELDS IN TIBET AND WESTERN CHINA

The following is a revised summary of airfields in China which are most likely to be used for operations against India.

39°31'N 75°58'E	KASHGAR/ZANG KARAVUL	4,000 feet, packed gravel. (4,000 feet a.m.s.l.) serviceable.
38°25'N 77°17'E	SOCHE (YARKAND)	3,800 feet, natural surfacing. (4,400 feet a.m.s.l.) serviceable.
37°09'N 79°52'E	HOTIEN (KHOTAN)	5,000 feet, packed gravel. (3,000 feet a.m.s.l.) serviceable.
30°30'N 91°06'E	LHASA (TANG-HSIUNG)	13,000 feet, macadam. (14,177 feet a.m.s.l.) serviceable.
31°33'N 91°44'E	NAGCHHU DZONG	12,000 feet (est.) claybound crushed rock. (15,000 feet a.m.s.l.) temporarily unserviceable.
36°45'N 95°35'E	KA-ERH-MU (GOLMO)	12,000 feet, macadam. (9,000 feet a.m.s.l.) serviceable.
32°53'N 96°47'E	YUSHU	11,200 feet, claybound crushed rock. (12,525 feet a.m.s.l.) serviceable.
31°37'N 100°02'E	KANTZU	11,000 feet, claybound crushed rock. (11,500 feet a.m.s.l.) serviceable.
30°43'N 103°57'E	CHENG TU/WENCHIAN	7,500 feet, concrete. (1,700 feet a.m.s.l.) serviceable.

* This Appendix supersedes old A appendix D in its entirety.

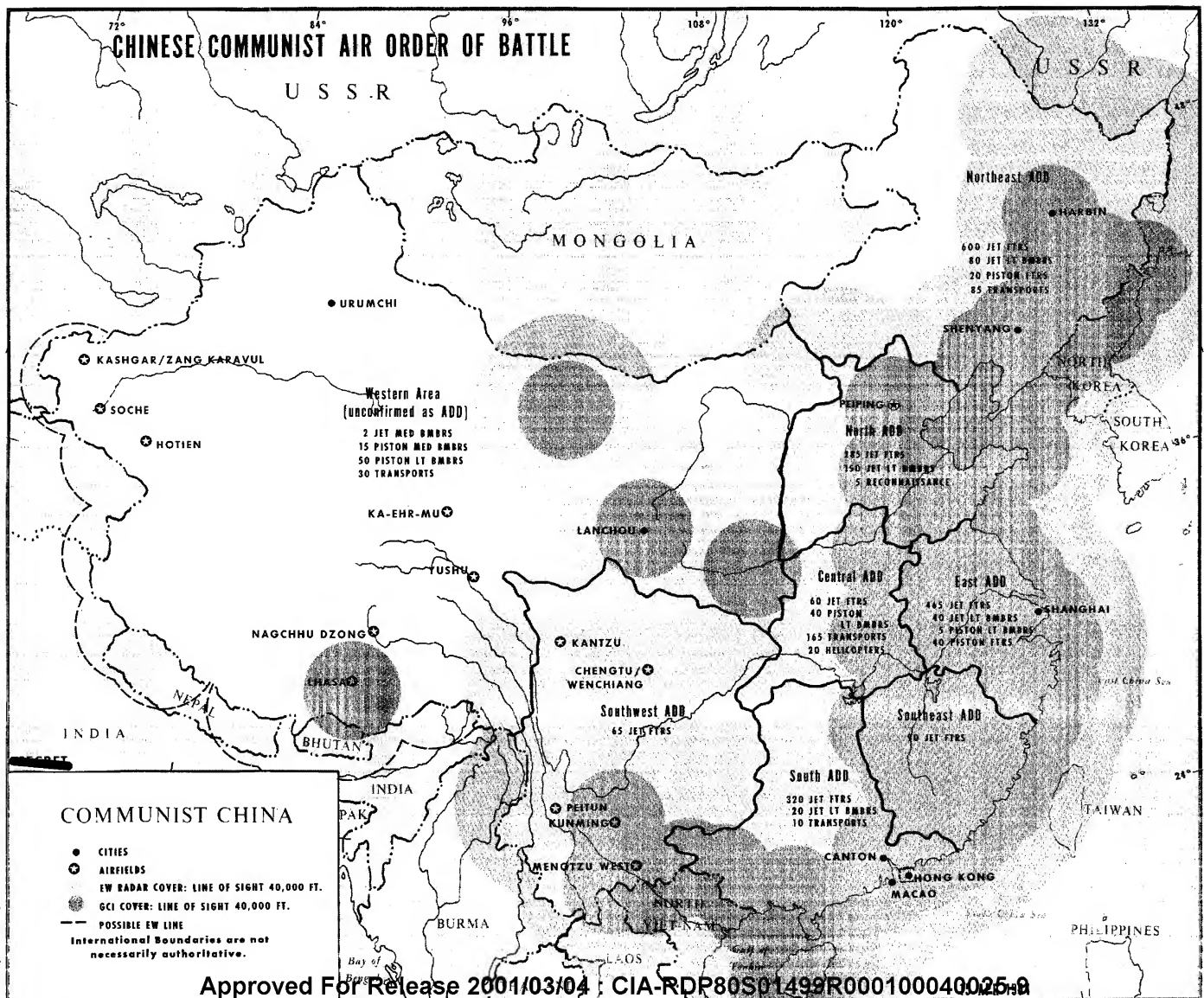
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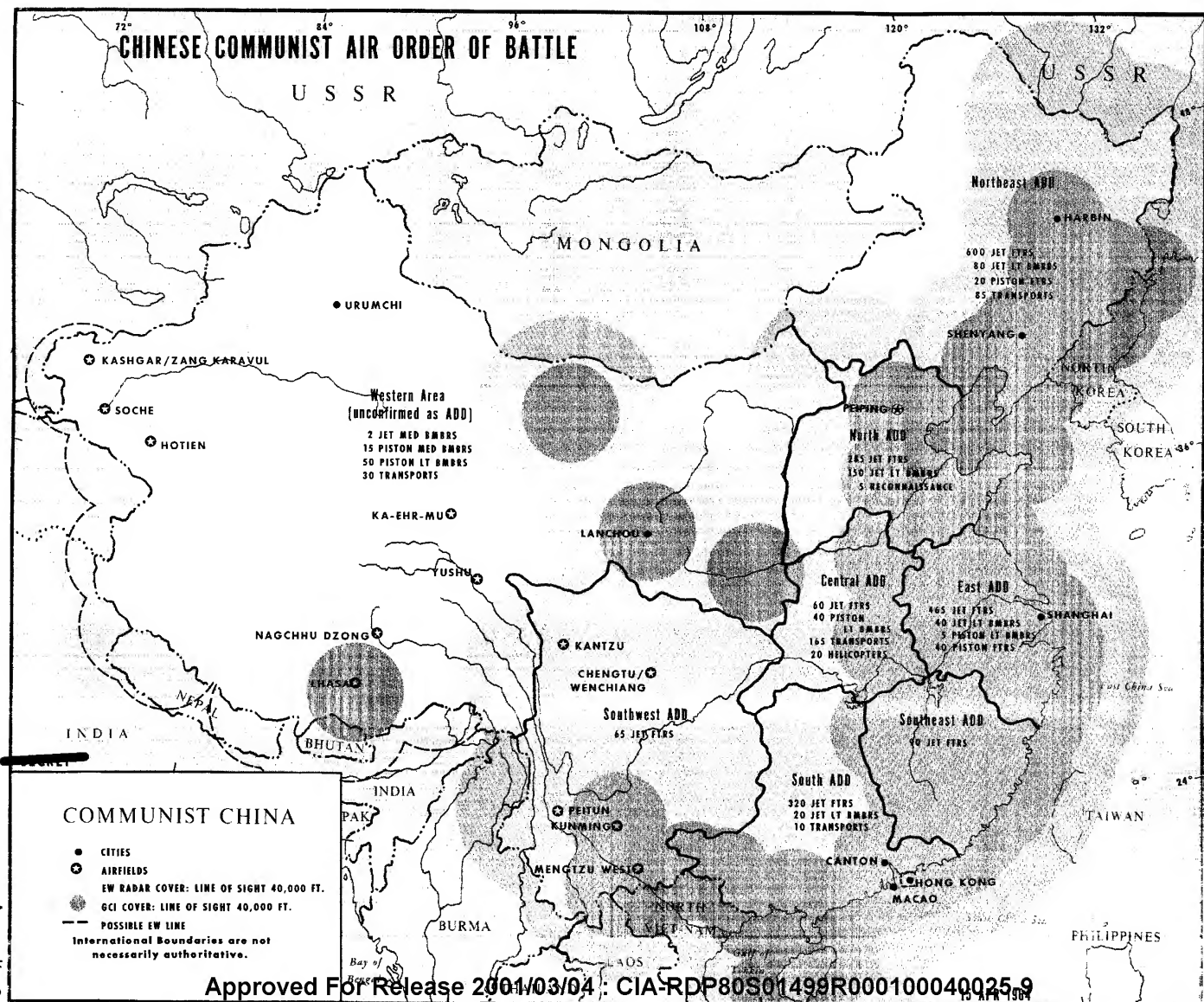
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APPENDIX D

25°27'N 100°44'E	PEITUN	7,800 feet, concrete. (6,500 feet a.m.s.l.) serviceable
25°00'N 102°45'E	KINMING	9,800 feet, concrete. (6,220 feet a.m.s.l.) serviceable.
23°24'N 103°19'E	MENGTZU WEST	7,900 feet, concrete. (4,700 feet a.m.s.l.) serviceable.

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